

## Bethel Blames War for 'Phone Service Failure

Restrictions Placed on All Building Checked Development of Company's Facilities, Says President

Big Plans for This Year

Statement Made in Reply to Complaints Registered by Merchants' Association

The restriction placed upon all building operations by the War Industries Board during the war is responsible in large part for the present condition of the city's telephone system, F. H. Bethel, vice-president of the New York Telephone Company, explained in a statement issued yesterday.

"Some of the more important projects in New York City," he said, "the work upon which was stopped because of these war restrictions, included new central office buildings, one at the corner of 157th Street and Grand Concourse, Borough of The Bronx; one at the corner of Fourteenth Avenue and Forty-first Street and another at the corner of Liberty and Millard avenues, in the Borough of Brooklyn; and the installation of additional central office equipment in the Circle and Rhinecliff offices in the Borough of Manhattan and the Bay Ridge, Bath Beach, Williamsburg, Stagg and Coney Island offices in the Borough of Brooklyn. A general embargo was placed on cable construction and other outside plant throughout the city.

All Exchanges Affected  
"A stoppage of construction in any part of the city's telephone system brings violent reactions on the part of all parts of the city. The operations at the Central Exchange and the subscribers served through that exchange are affected by the congestion at the Circle exchange in the same way that Circle itself is affected.

"Those of us who study conditions knew last fall that service in New York City would 'go bad' this spring. We knew that we would not be prepared to take proper care of the exchange, and as there is no known method of embargoing telephone traffic it was clear that the break that came in a construction programme that had gone steadily forward for twenty years or more would be followed, first, by the absorption of surplus plant, and second, by congestion and the resulting poor service.

Plans for This Year  
Improvements contemplated this year by the New York Telephone Company, according to Mr. Bethel, include seven new central office buildings, extensive additions to four more, six new central office switchboards and extensive additions to thirteen others. Extensive alterations also will be made in the Jersey and Long Island toll boards.

As to the underground cable system, Mr. Bethel said, it is now wide for additional inter-center office trunks; transfers of subscribers' lines to relieve overloaded central offices and congestion in subscribers' cables in various parts of the city.

The war, Mr. Bethel says, so depleted the personnel of employees, while increasing greatly the number of subscribers, that it will take some time before a sufficient normal force can be restored to handle the situation.

## \$60,000 in Jewels Stolen From Hanna Farm Home

Second-Story Thieves Make Haul at Bonnie Briar While Family Sleeps

Special Correspondence  
LENOX, Mass., June 1.—Second-story thieves entered Bonnie Briar, the country residence of Mr. and Mrs. D. R. Hanna, last Wednesday night and carried off jewelry valued at between \$50,000 and \$60,000, it was learned today. Private detectives and the local police have been working on the case for three days.

While no list of the stolen property has been made public, it is said that all Mrs. Hanna's jewels were taken. So quiet was the robbery work that there was no alarm. The following morning marks of white paint were found on the rug and they were traced to a window. One of the thieves had entered in his bare feet and carried parcels of paint into the house.

Mrs. Hanna's gold hair brushes and combs and a solid gold jewel box were left behind.

The police believe there were two of the robbers, one who watched out side and one who did the work. They are believed to have fled in an automobile.

## Camp Mill Soldiers Save Se From Death

CAMP LOOKOUT, Long Island, June 1.—The gangplank broke to-day just as a small steamer plying between this place and Freeport was pulling out at 3:30.

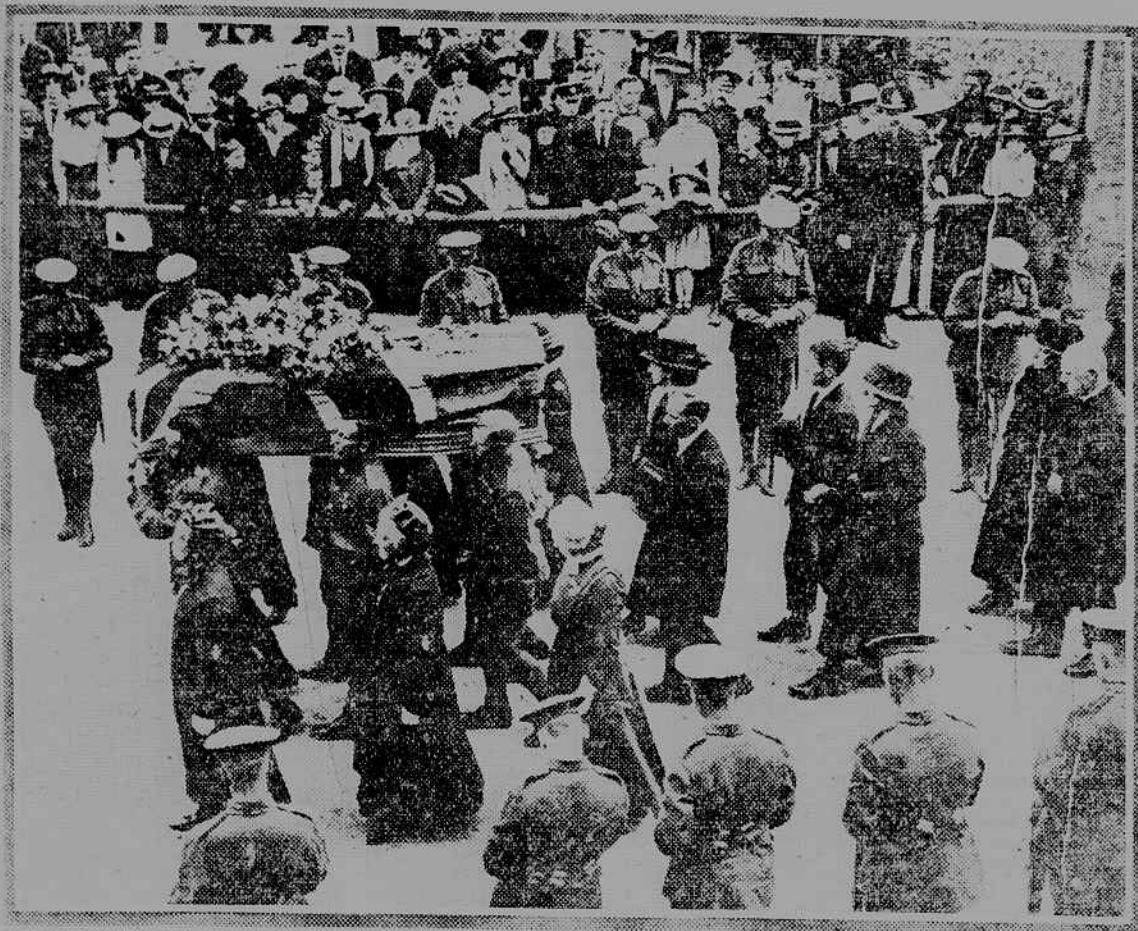
Many soldiers were on the pier, including men of the Quartermaster's Corps from Camp Mills, military police from Camp Mills and several men from the navy. The soldiers and the navy men were divided into the narrow gap between the steamer and the pier, and among them brought every victim of the accident ashore safe and sound. The soldiers declined to give their names.

## Newark Man Writes Note, Then Commits Suicide

NEWARK, N. J., June 1.—The police forced the door of a room in a boarding house at 26 Stuyvesant Avenue to-day and found its occupant, Minor Burns, dead from a self-inflicted bullet wound. He left this note:

"I, Minor Burns, of my own free will, on May 31, at 4 p.m., by my own hand, committed suicide. If I should be bothered before that time I may be sorry. May God forgive me, and all my friends."

## Nurse Cavell Laid to Rest



The last journey of the martyred nurse Edith Cavell, ends. Her coffin being borne into the graveyard of the Norwich Cathedral, Norwich, her native town.

## Owner of a Home A Better Citizen, Hurley Believes

Shipping Board Chairman Says a Nation of Home Owners Need Have Little Fear of Bolshevism

WASHINGTON, June 1.—Edward N. Hurley, chairman of the United States Shipping Board, in commending the own-your-own-home campaign of the United States Department of Labor, said:

"To my mind nothing is so important to the future of our country as the question of homes for our people. One of the reasons the French were so courageous and fought so hard was to protect their homes. There are 8,000,000 persons who own their own homes in France, and I am certain there will be very little Bolshevism in that great country for this reason. Employers should encourage employees to own their homes. A man who owns his own home is a better citizen, his family is better provided for, and he is a better workman when he carries on his shoulders the responsibility of a home."

"In my companies we have for years urged men to buy their homes, and we are now arranging to help finance them through outside sources, we assuming a certain responsibility. The own-your-own-home movement is a great patriotic movement that should encourage and encourage every one to buy a home. Some standard method of purchasing a home should be worked out whereby the purchaser could pay a small amount down and carry the balance at a reasonable rate of interest with a certain percentage of the value of the house charged off annually for depreciation. Insurance premiums should also be figured in, and the story told in a simple way, so that the owner would appreciate that an investment of this kind would be the best he could make."

"There is a feeling on the part of many men that it is cheaper to rent a home than to purchase one. To prove that it is not so, by citing the example of a \$4,000 home on which \$500 is paid down and the balance paid in seven years at the rate of \$500 a year. Allowing 6 per cent for depreciation, at the end of the seven years the house would represent a negotiable investment of \$2,500. Most men would find it difficult to save this sum in twice the time in any other way."

## Brooklyn Man Arrested In Hunt for Firebug

After searching for two weeks for the firebug who in that period started fifteen cellar fires in the neighborhood of Evergreen Avenue, Brooklyn, the police arrested this morning Sidney Destoff, 1405 Greene Avenue, in the cellar of J. J. Trauer's saloon, at 309 West Avenue, and placed a charge of arson against him. Trauer captured Destoff himself.

He smelled smoke early this morning and traced it to the cellar, where he found a small fire blazing in a pile of rubbish. He just had stamped this out when he became aware of a man crouching in a corner of the cellar.

Trauer ran upstairs, locked the door and called for the police. Patrolman Kessler responded, arrested Destoff and took him to the Wilson Avenue station.

All of the fires that have been started in the district have been kindled in rubbish in cellars, a little after midnight.

On Saturday night three were started almost simultaneously in buildings at the corner of Palmira Street and Evergreen Avenue, Linden Street and Evergreen Avenue and Central Avenue and Halsey Street. The neighborhood where the firebug has been operating is only a few blocks from Mayor Hylan's home.

## Fight on Bolshevism Begun

The Governors of eighteen states, together with lawyers, publicists, educators and prominent men and women in all walks of life, have joined the movement of the National Security League to combat Bolshevism by the observance of the birthday of the American Constitution, on September 18.

David Jayne Hill has been elected chairman of the main committee, which has many branches throughout the country.

## Negroes Want Lynching Made Crime Against U. S.

PARIS, June 1.—William Trotter, "delegate to Paris and secretary of race petitioners to the peace conference," has written to President Wilson asking him, in the name of the National Equal Rights League, in view of recent lynchings in the South, and for the sake of American negroes who gave their lives in the war, to send a message to Congress recommending that lynching be made a crime against the Federal government.

## Plans to Put U. S. Bonds on Constant Sale

Secretary Glass, Denying Talk of New Loan Drive, Says Projects for Raising Funds Are Being Made

Washington Bureau  
WASHINGTON, June 1.—No new bond drives will be made in this country, but Secretary of the Treasury Glass is considering a plan whereby United States government bonds would be kept constantly on sale throughout the nation as a means of meeting government expenses for which returns under the revenue bill will be insufficient to provide.

No official calculation has yet been made to show how far Federal revenues would run behind during the next fiscal year if no new bonds were sold, but the amount has been variously estimated by Congressional leaders dealing with the problem of finance at \$2,000,000,000 to \$4,000,000,000. Much depends upon the degree of economy with which governmental expenditures are made and upon the lengths to which Congress is prepared to go in repealing consumption taxes and enacting new taxes and tariffs.

The plan now under consideration by the Secretary of the Treasury would be put into effect after the method pursued by the British government during the war in having bonds "constantly on tap" with intermittent war drives. The bonds would be placed on sale at post-offices and every other distributing agency at which war saving stamps and thrift stamps now are sold.

The new securities probably would be called "notes." They would be designed as a cross between the present war saving stamps and the Liberty bonds, their denominations running as low as \$25. The notes probably would bear 4½ per cent interest and mature in from one to five years.

Whether any new legislation by Congress would be required to permit the Treasury Department to put such a plan into effect is a question that is being studied by the Secretary of the Treasury. The last bond authorization act gave the Secretary wide discretion in fixing the rates of interest and dates of maturity. The flotation of the Victory Loan left the Treasury Department with several billions in bonds authorized but as yet unsold.

War savings stamps and thrift stamps, while successful during the war, because of patriotism, dictated the holding of these securities, are regarded by high Treasury officials as a failure in the post-war period. Their sale is expected soon to be abandoned. Approximately \$10,000,000 worth of stamps is being sold each month, but the provisions of the act under which they are issued permitted redemption of the stamps at postoffices upon ten days' notice, and about \$10,000,000 in stamps is now being redeemed each month. It is costing approximately \$500,000 a month to maintain the thrift stamp organization.

It has been freely predicted at the Capitol during the past week by those who have studied the estimates of expenditures during the next fiscal year that various government departments that there would have to be another popular loan drive. Secretary Glass stated positively when the last drive opened, however, that there would not be another after the Victory Loan was floated. The plan under consideration would reconcile the predictions made at the Capitol, more or less, with the Secretary's statement.

Treasury Department officials recognize that the continued sale of government bonds during the readjustment period will necessarily interfere with the flotation of industrial securities, but they see no other way out.

## Editors Say People Want Government To Return Roads

83 Per Cent of Those Answering Query of Railway Heads Assert Sentiment Opposes Public Ownership

Public opinion throughout the country favors the early return by the government of the railroads to their owners, according to the result of a nationwide canvass of newspaper editors made by Edward A. Morse on behalf of the Association of Railway Executives. A questionnaire sent to each of the 13,424 daily and weekly newspaper editors in the United States is reported to have brought replies from 925, or 6.9 per cent.

Eighty-three per cent of this number reported that their communities favored the resumption of private management. The four chief questions put to the editors were:

1. Does public opinion in your community seem to favor the return of the railroads to private ownership and operation as soon as this properly can be accomplished?

2. If so, is this opinion in part based on the desire to see competition and service and facilities restored?

3. What is the present sentiment in your community regarding government ownership and operation of railroads?

4. What has been the feeling regarding the proposal to extend the period of government operation for five years?

In reply to the first question 83 per cent voted in the affirmative, 11 per cent in the negative, 4 per cent were doubtful and 2 per cent were non-committal.

On the second question 75 per cent voted "yes," 6 per cent voted "no," and 5 per cent were doubtful, and 1 per cent made no answer.

On the third question, 78 per cent estimated public sentiment as against government ownership, 11 per cent for, 1 per cent doubtful and 1 per cent blank. On the fourth question, regarding the proposal to extend the period of government operation for five years, the vote was: Against, 74 per cent; for, 10 per cent; doubtful, 9 per cent; blank, 7 per cent.

That public opinion on the railroad question is not divided on party lines is declared to be plain from a study of the vote in the various states. In Texas, for example, although only 3 of the 331 editors replying were Republicans, the number in favor of a return of the roads is 88 per cent, considerably higher than the percentage (84 per cent) in the strong Republican state of Pennsylvania. Tennessee voted 97 per cent, as compared with 83 per cent in Maine.

Of the 3,922 replies, 2,952 were from Republican papers and 1,050 from Democratic papers.

The strongest sentiment against government ownership was found to be in New England and the South, sections widely apart in political sentiment. Only 4 per cent of New England editors and 7 per cent of Southern editors reported their people favoring government ownership.

## U. S.-Canadian Treaty Would Extradite Wife Deserters

WASHINGTON, June 1.—Wife deserters who flee to Canada from this country and Canadians who come to the United States to avoid prosecution will be denied their haven if the Senate ratifies a treaty, just negotiated with Great Britain, which makes wife desertion an extraditable offense between the United States and Canada.

Senator Lodge, chairman of the Foreign Relations Committee, has called his committee to meet Wednesday to consider the new treaty.

## Aviator Lost In Berkshires; Death Feared

British Ace Missing Three Days in Flight From Boston to Atlantic City; Wide Search Is Planned

Was Short of Supplies On Recruiting Mission

Because of Unfamiliarity With Country, Chances of Safety Are Decreased

ATLANTIC CITY, June 1.—The wilds and fastnesses of the Berkshire Hills and every nook and cranny between Lee, Mass., and Mitchell Field, L. I., are being scoured to-night in an effort to discover the whereabouts of Captain Mansell R. James, late of the Royal Air Force, who dropped from sight Thursday morning while on his return trip to Atlantic City from Boston.

Captain James, who qualified as an ace in France by bringing down ten enemy airplanes, flying under the auspices of the Second Pan-American Aeronautic Congress, in session here, left Atlantic City Wednesday in a Sopwith "Camel" scout plane and made a remarkable run to Boston, averaging 115 miles an hour for the trip.

Thursday he started from Boston on the return flight, and the last trace of him was a report from Pittsfield, Mass., that he had alighted at Lee, Mass., but had taken the air again and was headed for Mitchell Field, where he intended to take on fuel and continue his flight to Atlantic City.

When at first Captain James failed to put in an appearance, officials of the Aeronautic Congress were not alarmed, as they held to the belief that he had suddenly decided to head about for Toronto in an attempt to win the "Ace of Aces" trophy, to be awarded the first flier to reach Toronto from the shore. Later, when still no word was received, telephone communication with Toronto elicited the fact that the flier had not been seen in the Canadian city. To-day word was sent broadcast, and newspapers, police, aéro clubs and the New York aéro police were asked to assist in the search.

According to Lieutenant Alvin Clark, a cousin of the missing aviator and his flying partner, Captain James is not believed to have taken aboard supplies of food or water, and because of the small carrying capacity of the Sopwith, he could have had no more than enough fuel aboard to last him two hours. To-night it was learned that Captain James left Lee, Mass., without a compass, and as he was unfamiliar with the terrain of the route anxiety as to his safety was heighted.

Both Captain James and Lieutenant Clark came to the United States from England three weeks ago. Immediately upon their arrival they obtained the necessary credentials and entered their planes in the various events being conducted here. His flight to Boston Wednesday was Captain James' first experience in flying in the United States.

## Jane Addams to Visit Germany on Food Survey

Special Cable Service  
CHICAGO, June 1.—Miss Jane Addams, of Chicago, and Dr. Alice Hamilton, of Harvard University, will visit Germany as members of the Quakers' Commission to make a food and social survey and to assist the Quakers, who have raised a fund of \$10,000 for food distribution in Germany and have been promised limited food supplies by Herbert C. Hoover.

Miss Addams and Dr. Hamilton have proceeded with deep feeling against the delay in feeding Germany, which they characterize as "a vast experiment in human starvation."

## HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street  
NEW YORK  
Sound Finance

Before we attempt to finance Europe's needs for credit and goods for the purposes of rehabilitation, we must put our own finances in the best of order.

Our expenses are at this time very heavy and likely to continue so. They must be met by taxation, and while Europe's debt to the United States remains a dead asset instead of a quick asset, it is a liability so far as taxation is concerned. As the Harriman National Bank again points out, and as all sound financiers and good business men recognize, Europe's debt to the United States, which, incidentally, totals about the amount of our trade balance, must be financed.

This debt is now in the form of simple promissory notes without due date, a form of obligation which conservative banks do not care for. They had rather have obligations of fixed maturity, and it is upon sound banking principle that Europe's obligations to us should be so financed. These promissory notes held by the United States Government should be replaced by obligations with a due date, to be renewed when due, in whole or in part if necessary, but at once creating a banking and business-like obligation instead of a friendly I. O. U.

The United States can readily and consistently issue its own obligations backed by this paper, and thus secured—two-name paper—these United States certificates of indebtedness, or whatever you please to call them, would sell like the proverbial hot cake and at a corresponding price for a secured debt.

This is something for the public to think about, for it is only through the weight of public opinion that Congress will act in this matter.

BANKING HOURS FROM 8 O'CLOCK A. M. TO 8 O'CLOCK P. M.  
SAFE DEPOSIT VAULTS OPEN FROM 8 A. M. TO MIDNIGHT

## Hundreds See 'Planes Crash; 2 Fliers Dead

Brooklyn Corporal, Awaiting Discharge, Killed in Mishap Over Yale Bowl; Coroner Seeks Inquiry

Pilot Leaves a Bride of Six Months; Commander Had Left New Haven

NEW HAVEN, June 1.—First Lieutenant Nelson B. Kelleher and his mechanic, Corporal Joseph Katzman, who was to have received his discharge this month, were killed at noon today in a collision between their airplane and another 1,000 feet above the Yale Bowl. The machine which struck theirs was occupied by Lieutenant Howard D. Norris and Sergeant Emil Steinger.

Those two planes with one driven by Lieutenant John P. Loulier arrived here yesterday to fly above the crowds at the Yale-Princeton baseball game in aid of the recruiting campaign of the air service. The three ascended this morning with a fourth which was piloted by Colonel Archie Miller, commander of the Monrovia flying fields. They hovered for a time directly above the bowl and then drifted slightly beyond its rim.

At 1:45 Colonel Miller veered off and headed back toward Mineola. He was out of sight when, fifteen minutes later, the crash came. It was seen by hundreds who had been watching the maneuvers of the airplanes. Lieutenant Norris' machine went into a steep dive just as Lieutenant Kelleher was flitting beyond its rim.

The latter's plane up-ended and shot earthward nose first at the impact, while Lieutenant Norris' darted off at an angle and was brought down under control, although the landing was a heavy one and an ailment and other parts were injured. Lieutenant Kelleher's machine crashed into a lawn on Westwood Road, near Yale Avenue, and its occupants were killed outright. Lieutenant Norris' dashed into the backstop on Pratt Field, adjoining the stadium.

When the police and Coroner Eli M. arrived the only aviator who could find was Lieutenant Loulier, who had made a swift and perfect landing and gone to the assistance of his comrades. Coroner M. wanted an inquiry into the accident this evening with Lieutenant Loulier as a witness. The army officer, however, informed him he said, that civil authorities had no jurisdiction over him. The coroner then had a policeman serve a subpoena upon Lieutenant Loulier to appear before him at 10 a. m. tomorrow.

According to the coroner, Lieutenant Loulier promised to be present, but said that he had to go to New York this evening. The coroner wrote a letter at once to Colonel Miller declaring that his duty as coroner compelled him to make an inquiry, and as the colonel doubtless also would have one on his hands he hoped for military cooperation.

Lieutenant Kelleher's home was in Mineola, Ind. He was married six months ago, and his wife is believed to be at the Victoria Apartments, Atlantic City. Corporal Katzman lived with his parents, Mr. and Mrs. Matthew Katzman, at 213 Hamilton Avenue, Brooklyn.

## John Moffat Given Cross Of the Legion of Honor

In recognition of his varied war work, the Cross of the Legion of Honor has been awarded to John Moffat, chairman of the French Heroes' Lafayette Memorial Fund and the National Allied Relief Committee. He had previously received the Medaille d'Académie, the Order of the British Empire and the Gold Cross of Leopold II of Belgium.

## Father Gets Son's D. S. C. Soldiers Killed in Effort to Save His Platoon Leader

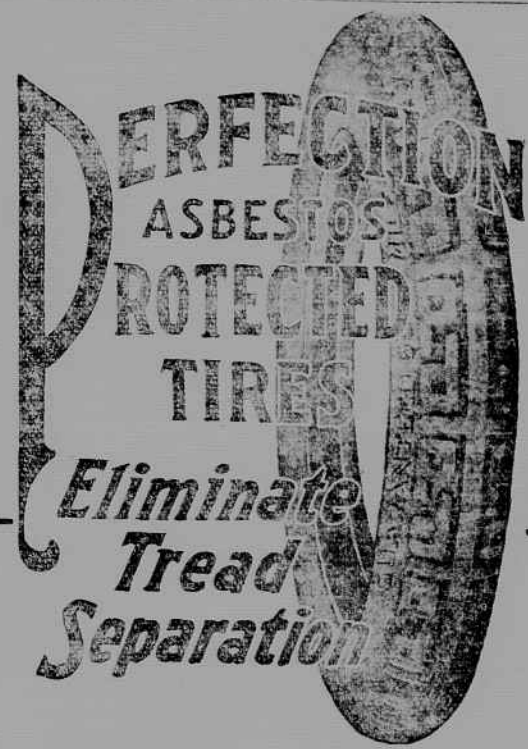
WASHINGTON, June 1.—Max Hantschke, 119 Winfield Street, Brooklyn, father of Private Edward Hantschke, who was killed by a German sniper while attempting to save the life of his commanding officer, is to receive the Distinguished Service Cross conferred posthumously on the soldier to-day by General Pershing.

The citation, made public to-day by the War Department, said: "Private Edward Hantschke (deceased), Machine Gun Company, 155th Infantry. For extraordinary heroism in action near Panne, France, September 12, 1918. Seeing that his platoon leader was being fired upon by a German sniper, Private Hantschke, who was under cover, jumped to his feet and stepping in front of the officer, tried to push him into a shell hole. The bullet intended for the officer struck Private Hantschke in the mouth, killing him instantly."

## Belgian Surgeons Arrive Reconstruction for Wounded Soldiers To Be Studied Here

A delegation of physicians and surgeons from Belgium, headed by General Leopold Melis, chief of the Belgian Medical Staff, arrived here yesterday and registered at the Hotel Pennsylvania. They will study New York hospitals, until June 10, when they will go to the international medical convention in Atlantic City.

Those with General Melis, who will help him study methods of reconstruction and resuscitation of soldiers who were maimed or blinded during the war, are Colonel Depage, chief surgeon of the Belgian army; Professor Jules Duesberg, Dr. Pierre Nolf and Captain Van de Velde. A number of others who will attend the medical convention have not arrived.



## They Greatly Outwear Their Guarantee

EVERYTHING honest and lasting that goes into other highest grade tires is used in the Perfection Tire, AND in addition an open-weave asbestos strip woven by us AND an extra ply of the strongest Sea Island Cotton AND our own special Rubber Compound.

The Asbestos protects the Cotton both against wear and against the high degree of heat needed for the thorough cure of the Rubber. This asbestos, soft as silk and tough as a steel spring, forms an inseparable union with the rubber in the curing process, making blisters impossible, making tread separation impossible—doing away with the twin evils which ruin other tires.

Made by master workmen, expert eyes watching each stage of the making, rigidly inspected by automatic devices intelligently controlled and rejecting every imperfection. Everything humanly possible combines to make the Perfection Tire PERFECTION.

Every tire is properly balanced, every tire is just resilient enough to afford the greatest comfort in riding for the most wear, and the most wear for the greatest comfort in riding.

A prime luxury at the cost of a staple necessity.

## PERFECTION TIRES

Perfectly Made from Perfect Materials  
6,000 Miles Absolutely Guaranteed  
Ford Sizes Guaranteed 7,500 Miles

PERFECTION TIRE & RUBBER CO., Fort Madison, Iowa

EASTERN SALES DEPT.  
250 West 54th Street  
New York, N. Y.  
Export Distributors  
NEMOURS TRADING CORPORATION  
151 Fifth Ave., New York, N. Y.

## A Guide to Your Vacation

TO assist its readers in making their vacation plans The Tribune has prepared a handsome special Resort Graphic Section. It will be published with next Sunday's Tribune.

In the Resort Graphic you will find pictured and described the leading resort spots of the United States and Canada, with advertisements of the famous hotels of the continent from Long Island to the Canadian Rockies.

For a pictured chart of an enjoyable vacation see

RESORT GRAPHIC  
of the June 8th  
SUNDAY TRIBUNE